

CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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COUNTRY Germany (Polish-occupied)

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SUBJECT Gruenberg (Zielona Gora) Railroad Car
and Bridge Construction Plant

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THIS IS UNEVALUATED INFORMATION

1. The Gruenberg (Zielona Gora) (O 52/B 39) Railroad Car and Bridge Construction Plant is designated in Polish "Zaczkanski Zaklady Konstrukcji Stalowe Wagonow I Koscow". The plant, covering an area of 400 m by 400m, has several cranes in operation. * One crane with a carrying capacity of 50 tons ran on rails along the eastern side of the buildings, and another with an alleged carrying capacity of 5 or 6 tons ran on rails along the northern side of the buildings. A medium-sized crane was in the inner plant yard. The bridge construction workshop had three cranes, and the tank car shop and the railroad car shop each had two cranes. There were no railroad tracks in the plant area. For the transportation of railroad cars within the plant, wheeled trestles (Sownica) were used whose power came through a trolley from an overhead line.
2. The plant's monthly production was allegedly about 20 of the customary two-axle gondola cars and about six tank cars until June 1949, when this production was completely suspended. Then followed a conversion period of about 1½ months, and after mid-August 1949 the plant produced only four-axle box cars, 14 meters long. These box cars, destined for delivery to the U.S.S.R., were painted red and had pneumatic brakes and automatic couplings. The plant was supposed to produce 800 of these cars by 31 December 1949, but only 90 were completed by late October 1949. After a trial run to Posen the new cars were accepted by a civilian Soviet commission, and they then left the plant, headed toward the east. The railroad cars were said to be converted to Soviet gauge at the Bug River. Bridges were also reported to be delivered to foreign countries.
3. Finished axles, wheels, section iron, buffers and grease boxes were delivered to the plant. Brakes and brake blocks were allegedly manufactured in the plant itself.
4. The plant employed about 3,000 men in three eight-hour shifts. The work norms changed constantly after June 1949 when the railroad car department was converted to the construction of the new type of car. In October 1949 one welder with only one assistant manufactured up to 12 pieces of bridge railing, each piece 5 meters long. The plant was surrounded by a fence and guarded by uniformed plant militia. Identification cards were checked. **

* Comment. See Annex for a layout sketch of the plant and a list of its installations.

*[redacted] Comment. According to the present report the work force numbered 3,000

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while 1947 reports gave it as 1,500. It is noteworthy that the Soviets ordered the entire railroad car production to be converted to the four-axle box-car type needed by the USSR. Unlike previous information, this report does not mention the construction of gasoline tanks.

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